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INFORMATION REPORT

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1. Warsaw-Bornierowo (R 53/P 9C). About 6:55 p.m. on 6 August 1952, MIG-15 planes were parked at Warsaw-Bornierowo airfield. There was no air activity. Only a few soldiers were observed at the field. At about 5:45 p.m. on 9 August, a MIG-15 with its landing gear extended flew over the railroad line at an altitude of about 30 meters and subsequently landed at the field. The Polish national emblem was definitely observed on the plane.¹ At 12:10 p.m. on 16 August, 26 MIG-15s were counted at the field.

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2. On 13 August, [redacted]
15 MIG-15s were parked there.

3. Biala Podlaska (S 53/N 46). At 12:50 p.m. on 7 August, work was being done on the roof of a hangar at Biala Podlaska airfield. The debris of buildings which had been destroyed during the war was being hauled away on horse-drawn vehicles.

4. In mid-August, the field was covered with water.² Reconditioning work was in progress. No aircraft were observed at the field.

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5. On 4 and 8 September, [] The runway was about 2,500 meters long. About 100 laborers worked on the runway. About half the length of the runway was completed. The eastern end of the runway was about 900 meters from a railroad line and the western end was about 600 meters from the same railroad line. The hangar on which work continued was about 800 meters south of the eastern end of a siding at the railroad station. South and east of the hangar, there were concrete aprons. Five dwellings were located in the southwestern corner of the field south of the railroad station.³

6. Malaszewice (S 53/M 77). In mid-August 1952, Malaszewice airfield was not occupied.

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7. Warsaw-Goclaw (R 53/L 36). On 3 September between 2 and 3 p.m. and on 7 September between 4 and 5 p.m., [redacted] east of Warsaw that light biplanes towing a glider each flew over Goclaw airfield. The gliders were not released but were towed over the area east of the Vistula River flying light curves for 30 to 40 minutes. This exercise was repeatedly observed in the same area. It appeared that pilots of cargo gliders were being trained.⁴
8. Stettin-Altdamm (O 54/Q 65). Between 1 and 8 July 1952, [redacted] 20 to 25 single-engine and twin-engine planes daily practiced taking off and landing.⁵ Large white warning signs with the inscription "Mooring prohibited - military area" were posted at the inlet to Stettin.
9. Gleiwitz (Q 51/Y 37). In the summer of 1951, the Mostostal Firm dismantled Hangar No 6 at Gleiwitz airfield. The hangar was allegedly to be transferred to Lodz (Q 52/O 93). The field was not in operation.
10. Stolp-Reitz (P 55/N 09). The former German military airfield east-northeast of Stolp was occupied by Polish Air Force up to November 1951. The field had two hangars, a concrete runway and, west of this runway, a circular taxiway on which individual planes were occasionally parked. No spur track was observed. Two buildings, occupied by air force personnel, were located in the northern section of the field. Several brick buildings and at least four three-story billeting buildings were observed in the eastern section of the field, on both sides of a road which extended into the field. [redacted] A large number of the personnel at the field wore the blue uniform of the Polish Air Force while a smaller number, about 120 men, wore the uniform of the Polish Navy. The navy soldiers had the inscription "Marynarze Wojskowe" on the ribbon of their round sailor caps.⁶
11. Aircraft observed at the field included at least 15 single-engine planes with the Polish national emblem, 4 biplanes and 3 four-engine aircraft. No jet planes were observed up to November 1951. During daytime, there was individual flying by single-engine aircraft and formation flying by 3 or 6 planes. The planes occasionally practiced air fighting without firing. It was not observed that parachute jumps or that firing at airborne sleeves was practiced. Stunt flying was repeatedly observed.⁸ The three four-engine planes took off only individually, apparently for cross-country flights. The biplanes made local flights almost every day.⁹
12. Damerkow (P 55/N 38). In the spring of 1950, [redacted] surveying work was under way in the area just northwest of the village of Damerkow on the northern side of the road to Lupow. The area which had a gravelly subsoil was generally level, except for some small hollows and waves. In April 1951, construction work started along the road to Lupow, for an estimated length of 3 km. The nearest village beyond the airfield probably is Niemietzke. The field had a north-south extension of at most 1,500 meters and bordered on a woods to the north. About 150 Polish soldiers of an air force construction unit were employed at the field. Six tractors, 1 full tracked vehicle and several trucks were used there. Construction material such as cement was stored in newly erected temporary buildings in the woods north of the open terrain. Cement plates, each 2 meters long and about 3 inches thick, were hauled to the field from Stolp railroad station. [redacted] the field was to be completed in 1952.¹⁰

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- 25X1 1. [] Comment. It is reported for the first time that the Polish national emblem was definitely observed on MIG-15 planes. No conclusions can be drawn as to the occupation at the field.
- 25X1 2. [] Comment. It is possible that the field, which is located near the Krzna River, is temporarily covered with subsoil water.
- 25X1 3. [] Comment. For sketch of Biala Podlaska airfield, see Annex 1. The information on improvement work at the field appears credible.
- 25X1 4. [] Comment. It is still believed that Warsaw-Goelaw airfield is not occupied by Polish or Soviet Air Force units. The correctness of [] that cargo glider pilots were trained, cannot be commented on. It is believed that preliminary training such as gliding, piloting towed gliders and parachuting was conducted, as it is performed in other satellite countries. []
- 25X1 5. [] Comment. Stettin-Altdamm airfield is still believed to be occupied by a Polish pilot school.
- 25X1 6. [] Comment. The statements on the layout of Stolp-Reitz airfield and on the buildings at the field appear to be vague and partially doubtful.
- 25X1 7. [] Comment. The observation agrees with previous reports.
- 25X1 8. [] Comment. The type of the planes cannot be determined from rough sketches which are not forwarded. However, it is believed that Stolp-Reitz airfield is occupied by a fighter school.
- 25X1 9. [] Comment. From the information that flying was practiced with four biplanes it is inferred that basic pilot training was conducted. The four-engine planes probably function as targets for fighter planes.
- 25X1 10. [] Comment. The construction of an airfield near Damerkow is reported for the first time. The terrain, which is almost level from east to west, is suitable for a runway of about 2.5 km. In south-north direction, the terrain slopes slightly in the center but more heavily towards the woods to the north. The other statements [] are considered to be correct. It is not believed that the airfield under construction is of great significance. The construction of a spur track from Damerkow railroad station is possible. For sketch of airfield, see Annex 2.

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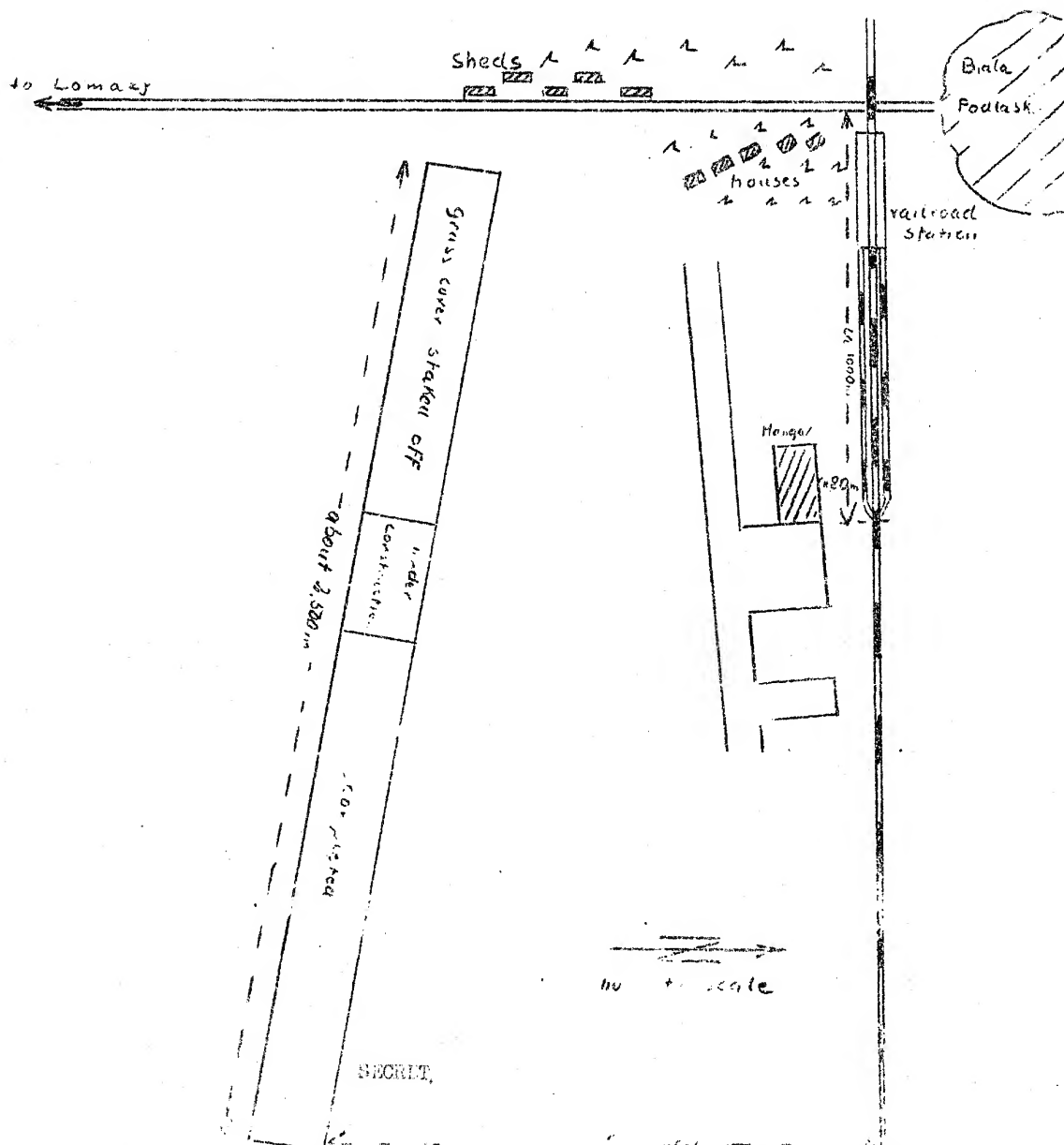
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Annex 4

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Biala Podlaska Airfield



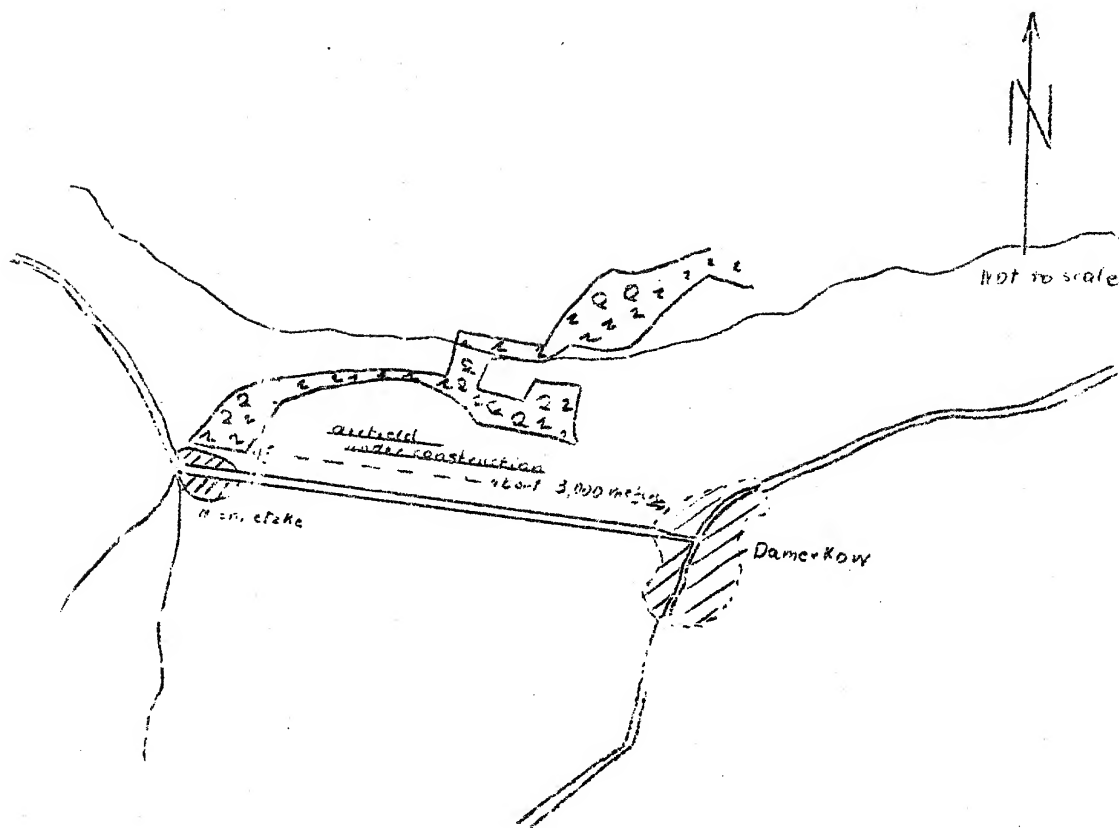
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Annex 2

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Airfield under Construction near Damerkow



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